CLAIM OR CLAIMS

We claim:

1. A suspension system comprising of: the chassis of the vehicle is connected to two swinging points comprising; a bulkhead mount which supports, a lower shock tower in both the front and rear of the vehicle, also the A arms for both the right and left side are connected to the bulkhead; there are two swing arms which are then mounted to the lower shock tower; there is a spindle carrier which is mounted at the end of the A arm, which is then connected to the lower shock tower using adjustable tie rods
2. The front shock tower consists of the suspension according to claim 1, where and adjustable shock is then connected to the two swing arms; the complete shock tower is mounted to the shocks at the connecting points of the swing arms and the connecting shock; the lower end of each shock is mounted to the top of the spindle carrier.
3. The rear shock tower consists of the suspension according to claim 1, where a shock mounting plate with adjustable shock mounting location holes is connected to two swing arms; the tops of the shocks are then mounted into the desired location hole, the lower end of the shock is then mounted into the shock mount location hole in the lower A arm.
4. The completed front shocking system according to claims 1,2, allow for a greater degree of shock adjustments; the stiffness of the center shock can be adjusted to allow for; no movement of the center shock, or to allow the center shock to absorb bumps before the two independent shocks are engaged.

5. The completed suspension system according to claims 1,2,3 creates a shocking system, which allows the shock position to adjust to the terrain conditions; without affecting chassis lean, tire camber, or compressing each independent shock.
6. The complete suspension system according to claims 1,2,3, allows for greater A arm travel through ruff or uneven terrain at greater degrees without causing chassis lean.
7. The complete suspension system according to claims 1,2,3, allows for both of the vehicle's tires to divide the impact off of a jump at the landing point more consistently.
8. The complete suspension system according to clams 1,2,3, allows for all four tires on the vehicle to have a more consistent and equal contact patch through cornering by reducing the gravitational pull on the inside tires of the vehicle and the chassis of the vehicle.